


		NTSB ID: DEN03LA018		Aircraft Registration Number: N552CS	
		Occurrence Date: 11/22/2002		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Morrison	State CO	Zip Code 80465	Local Time 1830	Time Zone MST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Enstrom		Model/Series F-28C		Type of Aircraft Helicopter	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On November 22, 2002, at 1830 mountain standard time, an Enstrom F-28C helicopter, N552CS, piloted by a private pilot, sustained substantial damage when it made a hard landing in a ditch along a road near Morrison, Colorado. Prior to the hard landing, the helicopter's tail rotor struck telephone lines during a landing attempt. Night visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted without a flight plan under the provisions of 14 CFR Part 91. The pilot reported minor injuries. The passenger on board reported no injuries. The flight originated at Longmont, Colorado, at 1800.</p> <p>In his written statement, the pilot said he was approaching a landing area, located just east of a restaurant, from the south. The pilot said that during the approach he could not see the lighted flag on top of the restaurant, thus he could not determine the wind direction or velocity for landing. He said he executed a go around and began maneuvering so that he could approach the landing area from the east. The pilot said that at the "northern most point of the go around, a tail rotor strike was felt." The pilot immediately put the helicopter down on a road.</p> <p>An examination of the wreckage showed the left skid broken upward. The right skid was bent upward and the bottom fuselage, aft of the pilot seat, was crushed upward. Both tail rotor blades were bent near mid span. Both main rotor blades were bent and twisted. Control continuity was confirmed. An examination of the helicopter's systems revealed no anomalies.</p>					
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Landing Facility/Approach Information						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Grass/turf						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: Full Stop						
Aircraft Information						
Aircraft Manufacturer Enstrom		Model/Series F-28C		Serial Number 437		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Skid						
Homebuilt Aircraft? No		Number of Seats: 3	Certified Max Gross Wt. 2350 LBS	Number of Engines: 1		
Engine Type:		Engine Manufacturer:	Model/Series:	Rated Power:		
- Aircraft Inspection Information						
Type of Last Inspection Annual		Date of Last Inspection 09/2002	Time Since Last Inspection 34.3 Hours	Airframe Total Time 3254 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner Horizon Flying Club, LLC		Street Address P. O. Box 96				
		City Indian Hills	State CO	Zip Code 80454		
Operator of Aircraft David Copp		Street Address 4625 W. 99th Place				
		City Westminster	State CO	Zip Code 80031		
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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First Pilot Information																																																																																					
Name		City		State	Date of Birth	Age																																																																															
On File		On File		On File	On File	55																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Business		Certificate Number: On File																																																																																	
Certificate(s): Private																																																																																					
Airplane Rating(s): Single-engine Land																																																																																					
Rotorcraft/Glider/LTA: Helicopter																																																																																					
Instrument Rating(s): None																																																																																					
Instructor Rating(s): None																																																																																					
Type Rating/Endorsement for Accident/Incident Aircraft? Yes				Current Biennial Flight Review? 07/2002																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 02/2001																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>264</td> <td>233</td> <td>35</td> <td></td> <td>8</td> <td></td> <td>3</td> <td>236</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>165</td> <td>137</td> <td>15</td> <td></td> <td>4</td> <td></td> <td></td> <td>138</td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>48</td> <td>29</td> <td>19</td> <td></td> <td>2</td> <td></td> <td></td> <td>29</td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>11</td> <td>9</td> <td>2</td> <td></td> <td>1</td> <td></td> <td></td> <td>10</td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>2</td> <td>2</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> </tr> </table>							- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	264	233	35		8		3	236			Pilot In Command(PIC)	165	137	15		4			138			Instructor											Last 90 Days	48	29	19		2			29			Last 30 Days	11	9	2		1			10			Last 24 Hours	2	2			1			2		
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																															
Flight Plan/Itinerary																																																																																					
Type of Flight Plan Filed: None																																																																																					
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																																
Longmont		CO	2V2	1800	MST																																																																																
Destination		State	Airport Identifier																																																																																		
Same as Accident/Incident Location																																																																																					
Type of Clearance: None																																																																																					
Type of Airspace: Class E																																																																																					
Weather Information																																																																																					
Source of Briefing: No record of briefing																																																																																					
Method of Briefing: Unknown																																																																																					


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		Occurrence Type: Accident	

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
APA	1853	MST	5883 Ft. MSL	16 NM	95 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown				Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: Broken		13000 Ft. AGL		Visibility: 10 SM	Altimeter: 30.10 "Hg
Temperature: 11 °C	Dew Point: -8 °C	Wind Direction: 170		Density Altitude: 6626 Ft.	
Wind Speed: 6	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -			1	1	2
Other Ground					
- GRAND TOTAL -			1	1	2

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Administrative Information		
Investigator-In-Charge (IIC) David C. Bowling		
Additional Persons Participating in This Accident/Incident Investigation: Ray Ryan Air Safety Inspector Federal Aviation Administration Denver, CO 80249		
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